

GILROY TAKES SIDES WITH STRAPHANGERS

Coalition Candidate Asks What the Mayor Has Done Besides Chatter.

CRAIG IN SAME BOAT

Comptroller's Denunciation of Transit Plan Leaves Situation Bad as Ever.

NO MOVE TO END CHAOS

Why Doesn't Hylan Force Good Service or Foreclose? He Demands.

"What the straphangers of New York city want is a solution of the transit problem; not campaign speeches concerning it," said Vincent Gilroy, coalition candidate for President of the Board of Aldermen, yesterday.

Mr. Gilroy's statement was provoked by Comptroller Craig's denunciation of the Transit Commission's plan for the consolidation of the city's transit system.

"I venture to say," he declared aside from his formal reply to Mr. Craig, "that I am far more conversant with actual traction matters than most of the Tammany candidates. I mean by that I do more actual riding in the cars and trains of this city's transit systems than do these Tammany aldermen who flood the city with their tears whenever they give thought to the straphanger—an occasion limited to campaign times.

"The coalitionists are pictured as the puppets of Wall Street, the gold spoon children of a moneybunch, whatever that is. But thus far these dreadful millionaires and corporations, who, we are told, are sponsoring Mr. Curran and his ticket, have not revealed themselves to us. Probably they would break their hearts were they to see us trying to borrow motor cars in which to ride to our meetings and from meeting to meeting. Certainly they must be hard hearted to permit us to hustle from Brooklyn and Queens to upper Manhattan and The Bronx in the elevated, the subway and the surface lines.

The Mythical Moneybags.

"Singularly enough, we have yet to meet a member of the Hylan ticket or any of the Tammany spoliars rubbing elbows in the subways or nights with their dearly beloved people whom they cry over every four years and whom they would save from being ground to death beneath the heel of these rings and bunds and whatnots of mythology."

Then with characteristic forcefulness Mr. Gilroy took up Mr. Craig's latest analysis of the transit plan, "that both the Interborough and the B. R. T. are now in default in not rendering the

character of service to which the city is entitled under the dual subway contracts.

"This is very enlightening. What we straphangers desire to know is:

"If the city has a lien upon the railroads' property for the due performance of the contract, and

"If the city holds these bonds for a like purpose, and

"If Mayor Hylan's administration is protecting the people and seeing that they get the character of service to which they are entitled?

"Why has not the Mayor instructed the Corporation Counsel to foreclose the lien on the mortgages or exact the penalty of these bonds?

"And during the years that Hylan has been talking of the five cent fare just what particular interest or pressure has been brought to bear to prevent him from enforcing these railroads to carry out their contracts?

"Was his municipal ownership talk just a dodge to get votes or doesn't this august personage remember what he said four years ago?

"If the railroads have failed to live up to their agreements it was the duty of the Mayor and his Corporation Counsel to immediately institute proceedings to have the railroads taken over by the city government.

All Talk and No Work.

"The fact of the matter is, however, that this administration does not give a rap about five cent fares or the interests of the people. The idea is to keep on chattering about five cent fares no matter what questions are asked about it.

"If he had been sincerely interested in the people's fight, Hylan would long ago have started action against the railroads to compel them to treat people a little differently than cattle.

"And therefore we are obliged again to Mr. Craig for once more pointing out the pitiful incompetence of our Mayor.

"As a matter of fact, no more scathing rebuke to the ineptness of Mr. Hylan has been uttered during this campaign than this traction argument of Mr. Craig's. Is Mr. Craig aware that he is laying at Hylan's door a charge that Hylan dare not meet?

"If the city has a lien upon the subway lines why has not Mr. Hylan seen to it that we straphangers of New York have had fair play?

"But no, no, no. Hylan has treated the straphangers like he treated the children. He has treated the children just like he treated the taxpayers and the ratepayers.

"Just what have we received for all the taxes we have paid into Hylan's administration? Just what has this man Hylan done for the people, anyway? Mr. Craig has been kind enough to show us what he didn't do with the traction companies."

\$18,000 FOR CHILD'S LEG; GIRL'S HANDS, \$60,000

Heavy Verdicts Against Two Owners of Trucks.

A jury before Supreme Court Justice Burr yesterday returned a verdict for \$18,000 damages against the American Railway Express Company in favor of Rose Cattini, 8 years old, of 520 West Fifth street. The sum asked was \$100,000. The child was making mudpies in west Forty-ninth street on September 8, 1920. Her hands were scoping more mud out of the gutter just as an express truck skidded and crushed both hands against the curb, causing their amputation.

Another jury, before Justice Wasservogel, gave an \$18,000 verdict to Helen Miller, 5 years old, of 359 West Eighth street, whose left leg was cut off when a truck owned by Louis Enger, contractor, of Astoria, L. I., jumped the curb in Avenue D, where the Millers then lived, on April 12, 1919. Helen was watching a baby carriage in which her baby brother was about to be placed by Mrs. Miller, who had gone upstairs to get the infant. The suit was for \$50,000.

MAYOR HYLAN TALKS IN HIS OWN DEFENCE

Tells Brooklyn Rotary Club Police Department Is Very Efficient.

The New York Police Department is better to-day than at any time since the time of Inspector Byrnes, Mayor Hylan said yesterday at a luncheon of the Brooklyn Rotary Club at the Hotel Bostert.

"Forty-eight disorderly resorts were put out of business after the present administration assumed office," said the Mayor, "but Commissioner Enright couldn't get action toward cleaning up the city until he changed the personnel of the vice squad.

"I got my job because I went out and advocated a business man for Mayor," he began. "Before I knew it, I was in the mould myself and on the way. The business men thought I showed such good judgment in advocating a business administration that they were for me. As an employee of the city I have tried to give the best in me to the people. I haven't shirked or sent out a deputy when I should go myself. I am at my office at 8:45 and am there, sometimes, until 12 and 1 or 2 o'clock in the morning. Notwithstanding the press, I know my work and do it just as near right as any man can do it. My administration has been more progressive and given better service than any other I can remember."

The Mayor said no schoolhouses were built during the first year he was in office because the war made it impossible to get materials. Labor troubles held up the second year's programme, he said. He said that twelve new schoolhouses had been opened within the last few weeks, reducing the number of children on part time by 30,000. Ten more would be opened by the end of the year, he asserted, reducing the number on part time by 20,000 more. He declared that contracts for seventeen other schoolhouses were ready to be let as soon as the plans were approved.

"This administration has done more for the education building programme than several past administrations combined," said he.

GOV. EDWARDS FIGHTS JERSEY 8 CENT FARES

Rise Is to Be Attacked in U. S. Supreme Court.

An appeal to the United States Supreme Court will be taken from the decision of the United States Court in Trenton, N. J., permitting eight cent fares on the trolleys of the Public Service Railway Company in New Jersey, it was announced at Newark yesterday by the Public Utilities Commission. The railway, which has been seeking a ten cent fare, is not entirely satisfied with the decision, but is expected to accept it, it was indicated.

Both Gov. Edwards and Attorney-General McCran declared the case would be fought out in the higher courts. Jersey owners began preparations for increased traffic.

The company sought an injunction to prevent the Public Utilities Commission from interfering with its rate of fare. A divided court granted its motion, but with the proviso that it must stipulate an eight cent maximum fare with one cent for transfers. The present rate is seven cents with two cents for transfers.

COMMISSIONER LEO SUSPENDS HIS AID

Continued from First Page.

Laura had interfered with the orderly conduct of the business of the department. He said he would write Mr. Laura a letter to-day, giving the Deputy Commissioner formal notice of his suspension and furnishing him with the official reasons for it. Mr. Leo also declared that he intended to go to the bottom of the matter and try if possible, to put a stop to the habit of union delegates having of heating men who do not join their organizations. Several cases similar to that of Kelleher have been reported to him, he added.

Magistrate Lofia said last night that the first he had heard of the investigation which resulted in the suspension of Mr. Laura was what he was told by a reporter for The New York Herald.

He added that the case of Kelleher and McManus was threshed out in his court yesterday afternoon, and that he had reserved decision until later.

The Magistrate declared that he never was called on the telephone or seen personally about the case, either by Mr. Laura or by any one else, and that no attempt of any sort had been made by any one to influence his decision in the matter. He said also that he did not hear the case originally, that he had been sitting in the Flatbush court only a week and that he had inherited the case from another magistrate.

LOCKWOOD WITHERS CRAIG TRANSIT BLAST

Declares Comptroller Has No Positive Plans for Remedies.

State Senator Charles C. Lockwood, Republican-Congressional candidate for Comptroller, declared last night that Comptroller Charles L. Craig's position on the transit plan offered no solution of the problem; quite the contrary, it encouraged delay and litigation. He severely attacked the Comptroller in referring to the latter's statement in regard to traction published in the morning papers.

"I voted against the transit bills at Albany," said Senator Lockwood, "and I object to a sliding scale of fare. I believe in a permanent five cent fare, in accordance with the contract of the companies with the city. There was received by the city in that contract very little more than a five cent fare agreement.

"I am opposed to the transit plan in its present form. The city has invested more than \$200,000,000. The arrears of taxes owed by the companies, amounting to about \$12,000,000, should not be cancelled, but should be paid. The claims of those who suffered personal injuries or whose next of kin have been killed should be paid. That is an obligation to humanity, as well as to law and duty."

"The city must have its say as to which roads should be accepted or rejected. The city must have proper representation on all boards controlling the operating lines, as well as the holding companies. It should likewise have able representation in any proceedings for fixing the valuations and the right of appeal to the courts from the decisions of the commission on that subject."

"The commission has given this subject intelligent and thoughtful study and invites constructive suggestions from all citizens. Hence some of mine are given. Comptroller Craig issues statements which cause criticism, delay and litigation, and he offers no plan. I am for action, not controversy and indefinite delay."

WOMEN VOTERS SEE JUDICIAL NOMINEES

Candidates Sit on 'Bench' at Hotel Meeting and Urge All to Register.

The women's bench at the Pennsylvania Hotel yesterday afternoon presented an imposing array of candidates for office seeking the support of Republican voters. It was the first time that the recently enfranchised had been sought out by judicial nominees. Every woman politically active was urged to get at least one of her sisters out for registration before Saturday night.

Seated on the bench and facing about one hundred women were John H. Leila, candidate for Judge of Special Sessions;

John Kirkland Clark, nominee for District Attorney; Mrs. Mabel T. S. Falco, for member of the Board of Aldermen from Brooklyn; Ernest F. Ellert, for President of the Borough of Manhattan; William Choroach, for City Court Judge, and Miss Helen Varick Boswell, for Register of New York county, and others. Each was invited to speak.

The Women's Cooperative Anti-Tammany Campaign Committee of 40 West Thirty-ninth street has organized a volunteer motor service committee, with Mrs. Linzee Blagden as chairman. The committee will ask its members and friends to lend their automobiles or donate the service of taxicabs to take and disabled voters to the polls, to distribute literature and to convey speakers to various meetings in the campaign.

Assisting Mrs. Blagden as vice-chairmen are Mrs. Charles Lindley and Mrs. Austin R. Baldwin, and on the general committee Mrs. Pleasant Pennington, Mrs. Joseph Walker, Mrs. H. Murray La Mont and Mrs. Corin Van Bunselaer. Automobiles have already been promised by Mrs. A. O. Choate, Mrs. Reginald Fincke, Mrs. George Pratt, Mrs. Herbert Pratt and Mrs. Elsie Schaefer.

LAW OF 1799 REVIVED TO FIGHT FERRY RATE

Hudson County Freeholders Summon Railroads.

The Freeholders of Hudson county, N. J., meeting at Jersey City yesterday, went back 122 years in an effort to upset the increased Hudson ferry rates now asked by most of the railroads. A statute of February 6, 1799, it was said, gives to the Board of Freeholders the right to fix rates for ferry lines. Relevance also is placed on a similar statute passed March 10, 1862.

Acting on these ancient laws, the board summoned the various railroad companies to appear before it October 27 with figures of their passenger, vehicle and freight ferry business from January 1 to September 30. The justice of the new rates, the Freeholders say, will then be decided. It was declared the old laws had been sustained by a Supreme Court decision in 1906.

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